

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

APO 559
28 October 1944

SUBJECT: Operations Officers' Report - Mission 26 October 1944
Hanover, Germany

TO : Commanding Officer, 95th Bomb Gp (H), APO 559.

95 "A" Squadron Formation

1. GENERAL NARRATIVE: The 95 A Squadron, flying as lead squadron in the 13 B Group, took off at 1042 - 1142 hours. Assembly of the squadron was made over the base at 15,000' and was completed at 1202 hours. At 1207 hours the 13 B Group was assembled and departed the base, reaching Ipswich at 1218 1/2 hours completing wing assembly, still at 15,000' approaching from the southeast. Division assembly was made at Lowestoft at 1237 hours after a slight delay due to the preceding group being slightly behind schedule. A climb was then started to bombing altitude and the enemy coast was crossed as briefed at 1315 hours and at 20,000'. The briefed course was followed to the I.P. Since there was a 10/10 undercast, the group leader chose to bomb by PFF in group formation and a bomb run was made on the secondary target on a heading of 12°. Bombs were away at 1425 at an altitude of 26,000'. A wide circular turn to the left was made at target as briefed using evasive action. The enemy coast was crossed on the way out at 20,500' at 1534 hours. A straight course was flown back to the base crossing the English Coast at 5222N - 0142E at 1608 hours and at 14,000'. The base was reached at 1616 hours and the formation had landed by 1715.

2. AIRCRAFT NOT ATTACKING: Eleven aircraft plus one PFF lead were dispatched as shown in formation diagram "A". All aircraft were over the target and received sorties.

3. LOST AIRCRAFT: None

95 "B" Squadron Formation

1. GENERAL NARRATIVE: The 95 B Squadron formation, flying as high squadron in the 13 B Combat Group, took off at 1030 - 1111 hours and assembled over the base at 16,000'. Squadron assembly was completed and the formation joined the group by 1207 hours.

Reference is made to the General Narrative report of 95 A Squadron Formation for the remainder of the mission.

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Authority NND 745005

By S NARA Date 7/17

(a) Bombs were away at 1425 1/2 hours at an altitude of 26,750'.

(b) The formation landed at the base at 1644 - 1723.

2. AIRCRAFT NOT ATTACKING: Twelve aircraft plus one PFF lead were dispatched as shown in formation Diagram "B", of these, one (1) A/C No. 2951, aborted from the formation before reaching the enemy coast and is not credited with a sortie. The remaining twelve (12) aircraft were over the secondary target and are credited with sorties.

3. AIRCRAFT LOST: None.

95 "C" Squadron Formation

1. GENERAL NARRATIVE: The 95 C Squadron Formation, flying as the low squadron in 13 B Combat Group, took off at 1043 - 1055 and assembled over the base at 14,000' by 1205 hours, joining the group formation by 1207 hours.

Reference is made to General Narrative report of the 95 A Squadron Formation above for the remainder of the mission.

(a) Bombs were released on smoke bombs from 95 A Squadron and were away at 1425 at 25,500' over the secondary target.

(b) The formation landed at the base at 1625 - 1648 hours.

2. AIRCRAFT NOT ATTACKING: Thirteen (13) aircraft were dispatched as shown in Formation Diagram "C". All aircraft were over the target and are credited with sorties.

3. AIRCRAFT LOST: None.

THOMAS H. HOLBROOK,
Lt. Col, Air Corps,
Operations Officer.

Authority NND 745205
By S. NARA Date 7/17

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

E-E-26

27 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission
of 26 October 1944, Hannover, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. The Ninety Fifth "A" Squadron led the 13th "B" Group. Take off was at 1057 hours. Squadron assembly was made over BU# 23 at 15000' with complete squadron at 1202 hours. Wing assembly was made at Ipswich at 1218½ hours at 15000'.

2. Delay in hitting the English coast was due to group in front of us. Crossed English coast at 5228N 0145E at 1236½ hours at 15000'. We entered the Enemy coast at 5307N 0446E at 1315 hours at 20000'. The briefed Initial Point was used and bombed with P.F.F. on a true heading of 012° at 1425 hours at 26000' on the secondary target.

3. Briefed route was used to get back to flight plan at 5140N 0540E. We left the Enemy coast at 5235N 0437E at 20000' at 1534 hours. Permission was given at this point to go straight to the base.

4. We entered the English coast at 5222N 0142E at 1608½ hours at 8000'. We were over the base at 1616 hours and landed at 1711 hours.

JULIAN B. MOZAREVICH
1st Lt., Air Corps,
Lead Navigator.

Authority NND 745705
By S NARA Date 7/1/9

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

B-4-26

27 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission
of 26 October 1944, Hannover, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. We, the lead of the high squadron of the Ninety Fifth "B",
took off at 1030 hours. Group assembly was made over the base at 1207
hours at 16000', from this point on we followed the lead squadron. Div-
ision assembly was made at 1224½ hours at 16000' at 5218N 0053E.

2. The flight plan was reasonably closely followed, and the alter-
nate P.F.F. target was attacked. Bombs were away at 1425½ hours at an
altitude of 26750' on a magnetic heading of 031°.

3. We returned over the base four miles right of it at 1617 hours
and landed at 1656 hours.

EUGENE T. RUSSELL
2nd Lt., Air Corps,
Lead Navigator.

Authority NND 745005
By S NARA Date 7/17

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

E-8-26

27 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission
of 26 October 1944, Hannover, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. The Ninety Fifth "C" Squadron flew as low squadron with the
18th "B" Group. We were airborne at 1050 hours and made squadron and group
assembly over the field at 1205 hours at 14000'. We made wing assembly at
BU# 25 at 14000' at 1225 hours and division assembly over Lowestoft at 1237
hours at 14000'.

2. We departed the English coast at Lowestoft at 1237 hours at an
altitude of 14000'. We reached the enemy coast at 5306N 0454E at 1315
hours at 19500' altitude. We followed the briefed flight plan being five
minutes late leaving the English coast and reached the briefed I.P.

3. We reached the target at 1425 hours, bombing the secondary by
P.F.F. methods, our magnetic heading was 030°, altitude 25,500'. We
followed the briefed course out making a turn to the left since we made a
P.F.F. run. We reached the enemy coast at 1534 hours at 5235N 0438E at
18500' altitude.

4. We reached the English coast at 1610 hours at 5222N 0140E at
7300' altitude. We were over the base at 1616 hours at 7300' altitude and
landed at 1642 hours after making a procedure let down through the undercast.

EDWARD J. MURRAY
2nd Lt., Air Corps,
Lead Navigator.

Authority NND. 745005-
By S. NARA Date 7/11

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

E-F-26

27 October 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 26 October 1944, Hannover, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Bombing Approach and Run - Turned on I.P. and made P.F.F. run. All rate checks were alright. Flak was moderate and inaccurate and did not affect the bombing run. Results were unobserved.

2. Disposition of Bombs - 12 A/C were dispatched from the 95th "A" Squadron and all were over the secondary target and dropped 232 x 250# G.P. AN-M57 bombs. The fusing was 1/10 nose and 1/40 tail.

3. Types of Release - All 232 x 250# G.P. AN-M57 bombs were dropped and released on a 100' interval and armed.

4. Tabular Summary - A/C

			Bombs			Fusing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
Hannover, Germany.	12	12	232	250#	M-57	1/10	1/40
Total on Target.			232	250#	M-57	1/10	1/40
Bombs Returned.			None.				
Other Expenditures.			None.				
Total (loaded on A/C taking off).			232	250#	M-57	1/10	1/40

JOHN M. GRIFFIN
1st Lt., Air Corps.
Lead Bombardier.

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Authority NND 745005-

By SA NARA Date 7/17

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

E-P-26

27 October 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 26 October 1944, Hannover, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Narrative.

- a. Bombing aids used were E-6-B, C-2 computers and bombing tables.
- b. Made briefed turn at I.P. at 1415 hours.
- c. After leveling out from turn on I.P. at 1417 hours.
- d. Turned on I.P. and made P.F.F. run. All rate checks were good. Flak was moderate and inaccurate and did not affect run. Results were unobserved.
- e. Bombing results were not observed.
- f. There are no suggested tactical changes to be made.

2. Bombardier's 12-B modified form is attached.

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fusing Nose Tail	
Hannover, Germany	12	12	232	250#	M-57	1/10	1/40
Total on Target.			232	250#	M-57	1/10	1/40
Bombs Returned.			None.				
Other Expenditures.			None.				
Total (loaded on A/C taking off).			232	250#	M-57	1/10	1/40

4. Types of Release - All 232 x 250# G.P. AN-M57 bombs were dropped and released on a 100' interval and armed.

JOHN M. GRIFFIN
1st Lt., Air Corps,
Lead Bombardier.

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Authority NND 745805

By SP NARA Date 7/1/9

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

B-F-26

27 October 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 26 October 1944, Hannover, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Bombing Approach and Run - Bombing was made in group formation and briefed I.P. was made good. After turning to the left at the I.P., bomb bay doors were opened. We proceeded down the bomb run and released on smoke bombs from 95th "A" Squadron. Bombs were away at 1425½ hours. Results were unobserved due to 10/10ths clouds.

2. Disposition of Bombs - 13 A/C were dispatched from the 95th "B" Squadron and 12 were over the secondary target dropping 231 x 250# G.P. AN-M57 bombs. A/C #2951 aborted due to mechanical failure, jettisoned 20 x 250# G.P. bombs in North Sea. A/C #7215 returned 1 x 250# G.P. bombs due to rack malfunction. All bombs were fused 1/10 nose and 1/40 tail.

3. Types of Release - All 231 x 250# G.P. bombs were dropped at a 100' interval and armed.

4. Tabular Summary - A/C

	Over target	Bombing	No.	Bombs		Fuzing	
				Size	Type	Nose	Tail
Main Bombfall							
Hannover, Germany.	12	12	231	250#	M-57	1/10	1/40
Total on Target.			231	250#	M-57	1/10	1/40
Bombs Returned.			1	250#	M-57	1/10	1/40
Other Expenditures.			20	250#	M-57	1/10	1/40
Total (loaded on A/C taking off).			252	250#	M-57	1/10	1/40

EDWARD H. SCHULTZ
F/O., Air Corps,
Lead Bombardier.

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Authority NND 745205

By SA NARA Date 7/17

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

E-7-26

27 October 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 26 October 1944, Hannover, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Narrative.

- a. Bombing aids used were E-6-B and G-2 computers.
- b. The maneuver at the I.P. was a turn to the left of 70°.
- c. Bomb bay doors were opened after turn at I.P. at 1416 hours.
- d. Bombing was made in group formation and briefed I.P. made good. After turning to the left at the I.P., bomb bay doors were opened. We proceeded down the bombing run and release on smoke bombs from 95th "A" Squadron. Bombs were away at 1425½ hours.
- e. Results were unobserved due to 10/10ths clouds.
- f. There are no suggested tactical changes to be made.

2. Bombardier's form 12-E modified is attached.

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Size	Bombs Type	Fuzing Nose	Fuzing Tail
Hannover, Germany.	12	12	231	250#	M-57	1/10	1/40
Total on Target.			231	250#	M-57	1/10	1/40
Bombs Returned.			1	250#	M-57	1/10	1/40
Other Expenditures.			20	250#	M-57	1/10	1/40
Total (loaded on A/C taking off).			252	250#	M-57	1/10	1/40

4. Types of Release - All 231 x 250# G.P. bombs were dropped at a 100' interval and armed.

EDWARD H. SCHULTZ
F/O., Air Corps,
Lead Bombardier.

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Authority NND 745805

By SP NARA Date 7/1/9

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

E-F-26

27 October 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 26 October 1944, Hannover, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Bombing Approach and Run - At 1416 $\frac{1}{2}$ hours we made a left turn of about 50° at the I.P. Bomb bay doors were opened after level-out on the bomb run. Due to 10/10ths coverage we dropped on lead squadron's flares. Bombs were away at 1425 hours, after which we made a sharp left turn off the target.

2. Disposition of Bombs - 13 A/C were dispatched with 95th "C" Squadron. Each A/C was loaded with 20 x 250# G.P. AN-M57 bombs sized 1/10 nose and 1/40 tail. The 13 A/C attacked the secondary target, all dropping their full bomb loads. Thus 260 x 250# G.P. AN-M57 bombs were dropped on the secondary target.

3. Types of Release - Of the 260 x 250# G.P. AN-M57 bombs dropped armed on secondary target, 197 were released by intervalometer (100' interval) and 63 were salvoed armed.

4. Tabular Summary -A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Nose	Tail
Hannover, Germany.	13	13	260	250#	M-57	1/10	1/40
Total on Target.			260	250#	M-57	1/10	1/40
Other Expenditures.			None.				
Bombs Returned.			None.				
Total (loaded on A/C taking off).			260	250#	M-57	1/10	1/40

RAYMOND D. DAVES
1st Lt., Air Corps,
Lead Bombardier.

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

E-F-26

27 October 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 26 October 1944, Hannover, Germany.

TO : Commanding Officer, 96th Bombardment Group (H), A.A.F.

1. Narrative.

a. Bombing aids used were E-6-B and C-2 computers.

b. A left turn of 50° was made at the I.P.

c. Bomb bays were opened after turn on bombing run.

d. At 1416½ hours we made a left turn of about 50° at the I.P. Bomb bay doors were opened after level out on bomb run. Due to 10/10 the coverage we dropped on lead squadron's flares. Bombs were away at 1425 hours, after which we made a sharp left turn off the target.

e. Bombing Results were unobserved.

f. No suggested changes in bombing technique.

2. Bombardier's form 12-B modified is attached.

3. Disposition of Bombs - A/C			Bombs			Fuzing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
Hannover, Germany.	13	13	260	250#	M-57	1/10	1/40
Total on Target.			260	250#	M-57	1/10	1/40
Other Expenditures.			None.				
Bombs Returned.			None.				
Total (loaded on A/C taking off).			260	250#	M-57	1/10	1/40

4. Types of Release - Of the 260 x 250# G.P. AN-M57 bombs dropped armed on secondary target, 197 were released by intervalometer (100' interval), 63 were salvoed armed.

RAYMOND D. DAVIS
1st Lt., Air Corps,
Lead Bombardier.

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Authority NND 745705
By SP NARA Date 7/1/91

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Engineering Officer

V-A-2

APC 559,
27 October 1944.

SUBJECT: Engineering report on Combat Mission 26 October 1944.

TO : Commanding Officer, 95th Bomb Gp (H). Attn: Lt Col MUMFORD.

1. The following information is submitted concerning combat mission 26 October 1944.

- a. Thirty-eight (38) B-17G airplanes took-off.
 - b. Thirty-seven (37) B-17G airplanes returned to base after completion of mission.
2. There was one (1) abortive airplane.
- a. 42-102951 - Pilot reported low oil pressure; inspection uncovered faulty instrument.
3. There was no battle damage.

CLARENCE D. FIELDS
Major, Air Corps
Base Engr. Officer

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Authority NND 745805

By S. NARA Date 7/17

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER
APO 559

26 October 1944

SUBJECT: S-2 Letter.

TO : Commanding Officer, 95 Bomb Group (H), APO 559.

1. Eleven A/C plus one PFF A/C from the 95th Group took off beginning at 1056 hours to form the lead squadron of the 13 B Combat Group attacking Hannover.

Twelve A/C plus one PFF A/C from the 95th Group took off beginning at 1030 to form the high squadron of the 13 B combat Group attacking Hannover. A/C #2951 aborted at 1323 hours at 53°20'N - 02°10'E due to #1 engine trouble.

Thirteen A/C from the 95th Group took off beginning at 1050 hours to form the low squadron of the 13 B Combat Group, attacking Hannover.

2. No E/A were encountered.

3. Intense flak was encountered in the target area, tracking and barrage, but inaccurate, in most cases breaking to each side and below the formations. Flak was also observed to come from Munster, Osnabruck, and Bielefeld, but in every instance out of range. Several crews also reported seeing rockets in the target area and along the route, counting as high as 11 bursts at one time.

4. Bombing was done by PFF technique on the assigned target through 10/10 clouds. Results were unobserved, however, the Mickey Operator for 95 A Squadron picked up the target 40 miles out and believed he had good results. The Mickey Operator for 95 B Squadron believes that his bombs hit in the town.

5. All A/C landed by 1723 hours.

WILLIAM ROWELL,
2nd.Lt., A. C.
Ass't. S-2.

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Authority NND 745205

By S. NARA Date 7/19

27 OCT 1944

INTERPRETATION REPORT S.A. 286&ATTACK ON HANNOVER on 26 OCT 1944

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 376, with full fighter escort.
 (b) Command : U.S. 8th AIR FORCE.
 (c) Time : 1423 $\frac{1}{2}$ - 1503A Hours.
 (d) Bombs : 775 X 500 lb. G.P.
 696 X 500 lb. I.B.
 4167 X 250 lb. G.P.

(ii) DETAILS OF THE ATTACK

Bombs away can be seen on 10/10 cloud obscured photographs but no bursts are visible.

(iii) ANNOTATED PRINT: None.

(iv) BOMB PLOT: None prepared.

(v) PHOTOCRAPHS RECEIVED

SAV	34/316	26 OCT 44	1430A hrs.	1/42,500	(F.L. 7")	24,600'	'C'
"	94/1072,1073, 1076	"	1434-				
"	94/1074	"	1435A "	1/45,000	"	26,200'	'C'
"	95/1131,1132, 1134	"	1434A "	1/26,500	(F.L.12")	26,500'	'C'
"	96/669	"	1425A "	1/45,000	(F.L. 7")	26,250'	'C'
"	100/972-979	"	1435A "	1/24,800	(F.L.12")	24,800'	'C'
"	100/980	"	1426-				
"	385/850,851,854	"	1428A "	1/45,000	(F.L. 7")	26,250'	'C'
"	388/726,728,729	"	1428A "	1/26,500	(F.L.12")	26,500'	'C'
"	390/1058,1061, 1064	"	1447-				
"	447/730-732	"	1448A "	1/44,500	(F.L. 7")	26,000'	'C'
"	452/670,672,674	"	1439-				
"	486/509,511,513 517	"	1440A "	1/44,500	"	26,000'	'C'
"	487/453,455,456	"	1423 $\frac{1}{2}$ -				
"	490/351,353,355	"	1424A "	1/45,800	"	26,750'	'C'
"	486/190,191	"	1431A "	1/44,100	"	25,750'	'C'
"		"	1441-				
"		"	1442 $\frac{1}{2}$ A "	1/44,100	"	25,750'	'C'
"		"	1445-				
"		"	1503A "	1/45,400	"	26,500'	'C'
"		"	1445A "	1/44,500	"	26,000'	'C'
"		"	1445-				
"		"	1451A "	1/45,000	"	26,250'	'C'
"		"	Unknown	Oblique	"	26,000'	'C'

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A.C.I.U.

JDM/CFS/CS

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 By SP NARA Date 7/17

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HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 179

PERIOD: 0001 hours 26 October to 2400 hours 26 October 1944

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>AA</u>	<u>N/E</u>	<u>OT</u>	<u>Totals</u>
Heavy Bomber Atks.	7	1225+	1188	1164	3154.1	0-0-0	0	0	2	0	2
Fighter Escort	14	674	626	0	0	2-0-0A	0	0	1	2	3
Fighter Sweeps	0	0	0	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	1	1	0	0	0	0-0-0	0	0	0	0	0
Weather Recon.	29	29	29	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	0	0	0	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>9</u>	<u>27</u>	<u>26</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	60	1956	1869	1164	3154.1	2-0-0A	0	0	3	2	5

+ 22 Spares; 7 Used

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Thirty combat wings (862 B-17s, 363 B-24s - 1225 a/c) dispatched against synthetic oil plant at Bottrop-Wilhoim, ordnance and storage depot at Bielefeld, aircraft repair works at Munster-Ludwig, oil refinery and military vehicles plant in Hanover area, synthetic oil plant at Gelsenkirchen and the aqueduct Mitelnd Canal at Minden. Seven assigned targets. Support by fourteen fighter groups. 1164 a/c dropped 3154.1 tons on five assigned targets and seven other targets. All bombing on PFF due to 10/10 undercast. No e/a opposition. Claims: nil. Losses: Two B-17s crashed on take-off.

First Force

Ten combat wings (430 B-17s) dispatched against ordnance and storage depot, aircraft repair works and synthetic oil plant. 375 a/c dropped 616.0 tons GP, 423.9 tons IB - total 1039.9 tons - on two assigned targets and three other targets from 24,600-28,800 feet at 1357-1545 hours. All bombing on PFF. 36 a/c carried out anti-radar operation dispensed 18 tons of chaff. Weather: 10/10 cloud enroute and over target. Flak: moderate, inaccurate at Munster. Battle Damage: 7 minor, 3 major. E/a opposition: nil. Claims: nil. Losses: nil.

Authority NND 745805
 By S-NARA Date 7/17

S E C R E T

Fighter Support: Five groups (215 P-51s) dispatched. Up 1144-1256 hours, down 1510-1616 hours. 204 sorties. E/A Opposition: nil. Claims: nil. Losses: 1 P-51, cause unknown.

Details of Bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Bielefeld (Ord. depot & storage)	194	155	228.5	229.7	Unobserved
Munster-Ludwig (Hansen A/C Repair Works)	111	108	156.5	156.7	Unobserved
Gelsenkirchen/Nordstern (Syn. Oil)	89	Not Attacked			
+Screening Force	36	36			
<u>Other Targets</u>					
Gutersloh		24	36.0	36.0	Unobserved
Munster M/Y		87	193.5		Unobserved
U/I T/O		1	1.5	1.5	
Totals	430	411	616.0	423.9	

+18 tons chaff dispensed at 5208N-0721E.

Second Force

Twelve combat wings (432 B-17s) dispatched against Hanover-Hanomag AFV & M/T Plant and Misburg Oil Refinery. 413 a/c dropped 761.1 tons GP, 224.0 tons IB - total 985.1 tons - on one assigned target at 1424-1503 hours from 24,800-27,300 feet. All bombing on PFT. Leaflets dropped Hanover area. Weather: 10/10 enroute and over target. Flak: meager, inaccurate in target area. Battle Damage: 11 minor, 3 major. E/A Opposition: nil. Claims: nil. Losses: Two B-17s crashed on take-off.

Fighter Support: Five groups (49 P-47s, 205 P-51s - 254 a/c) dispatched. Up 1215 hours, down 1622 hours. 235 sorties. E/A opposition: nil. Claims: nil. Losses: 1 P-51, believed safe in Belgium, 1 P-47 Cat. "E", crash landed.

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SECRET

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Misburg (Oil Refinery)	229	Not Attacked			
Hanover-Honomag (AFV & M/T Plant)	203	155	192.2	174.0	Unobserved
<u>Other Targets</u>					
Hanover		221	522.4		Unobserved
Bielefeld		36	44.5	48.5	Unobserved
U/I T/O		1	2.0	1.5	Unobserved
Totals	432	413	761.1	224.0	

Third Force

Four combat wings (246 B-24s) dispatched against Minden (Acqueduct Mitelnd Canal). 242 a/c dropped 851 tons GP on assigned target from 17,600-22,500 feet at 1436-1449 hours. All bombing on PFF. Leaflets dropped on Minden. Weather: 10/10 cloud enroute and over target. Flak: meager, generally inaccurate along route. Battle Damage: 5 minor. E/A Opposition: nil. Claims: nil. Losses: nil.

Fighter Support: Three groups (36 P-47s, 103 P-51s - 139 a/c) dispatched. Up 1226-1235 hours, down 1630-1653 hours. 128 sorties. E/A Opposition: One P-51 attacked by six FW-190s south of target. In ensuing combat two FW-190s destroyed. Same P-51 also attacked by Me-163 which made two passes without effect. One jet a/c sighted west of Munster did not attack. Claims: 2-0-0 air. Losses: nil.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Minden (Acqueduct Mitelnd Canal)	246	242	851.0	Unobserved

Fourth Force

Four combat wings (117 B-24s) dispatched against Bottrop-Wilheim Synthetic Oil Plant. 98 a/c dropped 278.1 tons GP on assigned target and one other target from 22,000-25,500 feet at 1448-1513 hours. Weather: 10/10 undercast. Flak: moderate to intense, fairly accurate at target. Battle Damage: 36 minor, 1 major. E/A Opposition: nil. Claims: nil. Losses: nil.

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S E C R E T

Fighter Support: One group (66 P-51s) dispatched, Up 1318 hours, down 1638 hours. 59 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Bottrop-Welheim (Syn. Oil)	117	65	180.6	Unobserved
<u>Other Target</u>				
Munster M/Y	—	33	97.5	Unobserved
Totals	117	98	278.1	

2. Fighter Escort

Fourteen groups (85 P-47s, 589 P-51s - 674 a/c) dispatched to support bombers attacking targets in western Germany. Up 1144-1312 hours, down 1226-1714 hours. 626 sorties. E/A opposition: six FW-190s and one Me-163 engaged by one P-51 in the Minden area. One jet a/c sighted west of Munster. E/A Opposition: nil. Claims: 2-0-0 air. Losses: Three a/c (1 P-51, cause unknown, 1 P-51 believed safe in Belgium, 1 P-47 crash landed).

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Night - 26/27 October 1944

One Mosquito dispatched for photo coverage of the Ulm-Augsburg area. Returned early due to mechanical failure.

6. Weather Reconnaissance

29 a/c (22 P-51s, 4 B-24s, 3 Mosquitoes) dispatched. Two B-24s flew routine reconnaissance over the Atlantic to the northwest of Lands End, two B-24s flew weather reconnaissance to the Azores, three Mosquitoes flew special reconnaissance over northeast England, Ireland, Isle of Man, Belgium and west Germany, 22 P-51s scouted for bomber forces. All a/c returned safely.

7. Air/Sea Rescue

Nil

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8. Special Operations

Night - 25/26 October 1944

Nil

Day - 26 October 1944

27 a/c dispatched as follows:

21 a/c (1 B-17, 14 P-51s, 6 P-47s) dispatched as radio relays. Losses: nil.

6 a/c dispatched on RCM, jamming between 1800-1945 hours. One a/c returned early. Losses: nil.

C. INTELLIGENCE

1. Enemy Air Opposition

There was no opposition to the heavy bombers, the only combat of the day being reported by a single P-51 which destroyed two of six FW-190s which attacked the fighter at 1435 hours in the Minden area. During this engagement an Me-163 joined the s/e e/a and made two unsuccessful passes at the P-51. The only other e/a seen were four Me-109s reported by a Scouting Force in the Minden area at 1407 and a single Me-163 west of Munster.

Although there was a general overcast of low cloud over western Germany, observations indicate that enemy fighters could have taken off and climbed through the lower cloud layer and assembled above 7,000 feet.

2. Flak

Bottrop-Wilhelm	- moderate; intense, fairly accurate.
Munster	- moderate, inaccurate.
Hannover	- meager, inaccurate.
Osnabruck	- moderate, fairly accurate.
Egmond	- meager; inaccurate.
Dummer Lake	- meager, inaccurate.

3. Observations

10/10 cloud prevented any ground observations.

4. Damage to Enemy Installations

10/10 cloud prevents any assessment of damage to targets.

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